

Message Text

PAGE 01 STATE 064407
ORIGIN FAA-00

INFO OCT-01 AF-08 ISO-00 CAB-05 CIAE-00 COME-00
DODE-00 DOTE-00 EB-08 INR-07 NSAE-00 L-03 /032 R

DRAFTED BY FAA/AIA:RTOENNIESSEN:PMA
APPROVED BY EB/OA/AVP:AJWHITE
EB/OA/AVP:SCKEITER
AF/W:ELOLLIS (SUBS)
CAB:RASMITH (INFO)

-----240521Z 065309 /21

R 231920Z MAR 77
FM SECSTATE WASHDC
TO AMEMBASSY LAGOS

UNCLAS STATE 064407

E.O. 11652: N/A

TAGS: EAIR, US, NI

SUBJECT: U.S. AIRPORT FEE INFORMATION

REF: LAGOS 01586

FOLLOWING IS A REPEAT CABLE FOR YOUR INFO.

1. IN GENERAL, THE U.S. ADVOCATES THAT THE CHARGES FOR USE OF PARTICULAR AVIATION FACILITY OR SERVICE SHOULD BE DETERMINED BY THE UNIT COST OF PROVIDING THAT FACILITY OR SERVICE. THE U.S. BELIEVES THAT MAINTENANCE OF A DIRECT RELATIONSHIP BETWEEN THE CHARGE AND THE COST FOR USE OF A SPECIFIC FACILITY OR SERVICE BOTH PROVIDES FOR EQUITABLE TREATMENT OF ALL CATEGORIES OF USER AND ENCOURAGES EFFICIENT USE OF GOVERNMENT-PROVIDED FACILITIES AND SERVICES.

UNCLASSIFIED

PAGE 02 STATE 064407

2. IN THE UNITED STATES RESPONSIBILITY FOR OPERATION OF THE AIRWAYS AND THE AIRPORTS IS DIVIDED WITH THE AIRWAYS BEING OPERATED BY THE FEDERAL GOVERNMENT WHILE AIRPORTS ARE OPERATED BY STATE AND LOCAL AUTHORITIES (THE ONLY MAJOR AIRPORTS OPERATED BY THE FEDERAL GOVERNMENT ARE WASHINGTON NATIONAL AND DULLES INTERNATIONAL).

3. OPERATION OF THE U.S. AIRWAY SYSTEM BY THE FEDERAL GOVERNMENT DIFFERS FROM THAT OF MANY OTHER GOVERNMENTS IN THAT IT NEITHER ATTEMPTS TO RECOVER FROM USERS THE

FULL COSTS OF OPERATING THE AIRWAY SYSTEM NOR COLLECTS AIR NAVIGATION FEES PER SE. THE FEDERAL GOVERNMENT ASSESSES A 3 DOLLAR FEE ON EACH DEPARTING INTERNATIONAL PASSENGER; AN 8 PERCENT SURCHARGE ON THE VALUE OF EACH DOMESTIC PASSENGER TICKET; A 5 PERCENT TAX ON DOMESTIC AIR FREIGHT RATES; AND A .07 DOLLAR PER GALLON FEE ON AVIATION FUEL USED IN NON-COMMERCIAL AIRCRAFT OPERATIONS. MONIES FROM THESE FEES ARE DEPOSITED IN AN AVIATION TRUST FUND. SOMEWHAT LESS THAN ONE HALF THE ANNUAL DISBURSEMENTS FROM THIS TRUST FUND ARE USED TO COVER APPROXIMATELY 50 PERCENT OF THE COSTS OF OPERATING THE U.S. AIRWAY SYSTEM (THE REMAINDER OF THESE COSTS ARE PAID OUT OF GENERAL TAX REVENUES). THE REST OF THE ANNUAL DISBURSEMENTS FROM THE TRUST FUND ARE USED TO FUND BOTH A FEDERAL PROGRAM OF PROCUREMENT AND CONSTRUCTION GRANTS FOR AIRPORTS AND THE PRINCIPAL AVIATION RESEARCH AND DEVELOPMENT PROGRAMS OF THE FEDERAL AVIATION ADMINISTRATION.

4. IN CONTRAST, MANY OTHER GOVERNMENTS WHICH ARE IMPLEMENTING AIRWAY COST RECOVERY PROGRAMS ARE ASSESSED AIR NAVIGATION FEES DIRECTLY ON THE OPERATORS OF AIRCRAFT. DISTANCE FLOWN WITHIN AN AIR NAVIGATION SYSTEM AND TO A LESSER EXTENT THE WEIGHT OF THE AIRCRAFT FREQUENTLY ARE USED TO DETERMINE THE LEVEL OF A PARTICULAR CHARGE OR FEE, ALTHOUGH SOME GOVERNMENTS SIMPLY CHARGE UNCLASSIFIED

PAGE 03 STATE 064407

A FLAT FEE FOR USE OF THEIR AIR NAVIGATION SYSTEM. IN THIS REGARD, IT IS THE POLICY OF THE U.S. THAT AIRCRAFT WEIGHT SHOULD NOT BE USED WHEN ESTABLISHING AIR NAVIGATION FEES SINCE AIRCRAFT WEIGHT BEARS NO RELATIONSHIP TO THE AIRCRAFT HANDLING COSTS WHICH ARE INCURRED BY THE PROVIDER AUTHORITY. AIRWAY COST ALLOCATION AND RECOVERY PRINCIPLES, WHICH HAVE BEEN ENDORSED BY THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) CAN BE FOUND MAINLY IN ICAO DOC. 9082-1015.

5. AS INDICATED BY THE ENCLOSED CHART OF FEE SCHEDULES CURRENTLY IN EFFECT AT A NUMBER OF MAJOR U.S. AIRPORTS, AIRPORT USE FEES TEND TO VARY RATHER WIDELY IN THE U.S. DIFFERENCES IN LEVELS OF AIRPORT UTILIZATION; THE COST OF AIRPORT OPERATIONS AND APPROACHES TO COST RECOVERY ACCOUNT FOR THESE VARIATIONS. FOR EXAMPLE, ONE PARTICULAR AIRPORT WOULD HAVE TO CHARGE RUNWAY USE FEES TWICE AS HIGH AS ANOTHER SIMILAR AIRPORT HAVING TWICE THE NUMBER OF OPERATIONS IN ORDER TO RECOVER THE FULL COSTS OF LIKE RUNWAYS. SIMILARLY, AT SOME AIRPORTS SOME PASSENGER TERMINALS ARE CONSTRUCTED AND OPERATED BY THE AIRLINES THEREBY REMOVING THESE COSTS FROM COSTS WHICH MUST BE RECOVERED THROUGH AIRPORT USE FEES. IN ADDITION, SOME OF THE GOVERNMENTAL ENTITIES WHICH OWN AND OPERATE

AIRPORTS ELECT TO SUBSIDIZE THEIR AIRPORTS OUT OF A BELIEF THAT LOW AIRPORT USE FEES WILL STIMULATE THE LOCAL TOURIST INDUSTRY AND ATTRACT BUSINESS INVESTMENT IN THE LOCAL ECONOMY.

6. IN SPITE OF THESE LOCAL DIFFERENCES AMONG AIRPORTS, THEY TEND TO SHARE A COMMON FINANCIAL GOAL OF ACHIEVING FINANCIAL SELF-SUFFICIENCY WHILE KEEPING AIRPORT USE FEES PAID BY AIRCRAFT OPERATORS AS LOW AS POSSIBLE. IN ORDER TO ACHIEVE THE GOAL, MOST AIRPORT AUTHORITIES EMPLOY A RESIDUAL OR "REMAINDER" COST APPROACH TO THE ESTABLISHMENT OF AIRPORT USE FEES. IN THIS APPROACH, UNCLASSIFIED

PAGE 04 STATE 064407

THE SOURCES OF AIRPORT REVENUE ARE DIVIDED INTO THREE OR MORE PRINCIPAL CATEGORIES: (1) CONCESSION REVENUES; (2) RENTAL FEES AND TERMINAL USE FEES; AND (3) RUNWAY AND ASSOCIATED RAMP USE FEES. EACH OF THESE SOURCES OF REVENUE ARE TREATED SOMEWHAT DIFFERENTLY. A COMPREHENSIVE EFFORT IS MADE TO MAXIMIZE CONCESSION REVENUES OR PROFITS IN ORDER TO REDUCE OR MINIMIZE REVENUE WHICH MUST BE GENERATED FROM THE TWO OTHER PRINCIPAL REVENUE SOURCES. TERMINAL RENTAL AND USE FEES ARE SET AT LEVELS WHICH GENERATE REVENUES EQUAL TO THE FULL COST OF PROVIDING THE FACILITIES USED BY THE AIRLINES. RUNWAY AND RAMP USE FEES ARE THEN AT LEVELS NECESSARY TO RECOVER THE RESIDUAL OR REMAINING AIRCRAFT COSTS WHICH ARE NOT COVERED BY THE OTHER SOURCES OF REVENUE.

7. TERMINAL BUILDING RENTAL AND USE FEES AS WELL AS THE RUNWAY AND RAMP USE FEES ARE ESTABLISHED DURING NEGOTIATIONS BETWEEN THE AIRPORT AUTHORITY AND PRINCIPAL AIRLINE USERS LEADING TO A CONTRACTUAL USE AGREEMENT IN WHICH THE AIRLINES GUARANTEE THE FINANCIAL SELF-SUFFICIENCY OF THE AIRPORT AUTHORITY FOR THE DURATION OF THE CONTRACT. DURING THESE NEGOTIATIONS THE AIRPORT AUTHORITY USUALLY PRESENTS DETAILED COST JUSTIFICATION FOR THE TERMINAL RENTAL AND USE FEES AS WELL AS PROJECTIONS OF THE AIRPORT'S RESIDUAL COSTS AND UTILIZATION (THE RUNWAY USE OR LANDING FEE IS DERIVED BY DIVIDING ANTICIPATED RESIDUAL COSTS BY THE NUMBER OF 1000 LBS. UNITS EXPECTED TO BE LANDED DURING A SPECIFIED PERIOD OF TIME). THE RUNWAY OR USE LANDING IS THEN ADJUSTED SEMI-ANNUALLY OR ANNUALLY TO REFLECT THE ACTUAL EXPERIENCE OF THE AIRPORT.

8. ATTACHMENT (WHERE COLUMN HEADINGS COVER MORE THAN ONE COLUMN, THE NUMBER OF COLUMNS AND THE SUB-HEADINGS ARE GIVEN IN PARENTHESES) (DOLLAR SIGNS OMITTED) (WILL REQUIRE RECONSTITUTION AS TABLE):
MAIN HEADINGS: LANDING FEES AT SELECTED U.S. INTERNATIONAL UNCLASSIFIED

PAGE 05 STATE 064407

AIRPORTS

COLUMN HEADINGS: AIRPORT; LANDING FEE (TWO COLUMNS:
PER 1000 LBS; TOTAL); FACILITY USE FEE AND/OR FEDERAL
INSPECTION AREA PASSENGER TAX (THREE COLUMNS: ARR. PER
PASS; DEP. PER PASS; TOTAL PER FLIGHT); LOADING BRIDGES
AND BUSSES (TWO COLUMNS: IN; OUT); SECURITY SCREEN-
GUARD (TWO COLUMNS: PER DEPARTING PASSENGER; TOTAL);
INTERNATIONAL DEPARTURE PASS. TAX (3 DOLLARS PER PASS);
TOTAL CHARGES (TWO CHARGES (TWO COLUMNS: WITH INTERNATIONAL
PASS TAX; WITHOUT INTERNATIONAL PASS TAX)

FIRST LINE: BOSTON; 707; .58 PER 1000 MLW; 120.06;
2.95; 5.12; 589.11; 50; 50; .50; 36.50; 219.00; 1064.67;
845.67

SECOND LINE: BOSTON; 747; .58 PER 1000 MLW; 327.12;
2.95; 5.12; 1,509.09; 50; 50; .50; 93.50; 561.00;
2590.71; 2029.71;

THIRD LINE: CHICAGO; 707; .673 PER 1000 MLW; 139.31;
.40; (DASH); 29.20; 100; 100; .35; 25.55; 219.00;
613.06; 394.06

FOURTH LINE: CHICAGO; 747; .673 PER 1000 MLW; 379.57;
.40 (DASH; 74.80; 100; 100; .35; 65.45; 561.00; 1280.82;
719.82

FIFTH LINE: DETROIT; 707; .76 PER 1000 MLW; 157.32;
4.11; 1.61; 489.25; (DASH); (DASH); NA; (DASH); 219.00;
865.57; 646.57

SIXTH LINE: DETROIT; 747; .76 PER 1000 MLW; 428.64;
4.11; 1.61; 1,253.29; (DASH) (DASH); NA; (DASH);
561.00; 2242.93; 1681.93

UNCLASSIFIED

PAGE 06 STATE 064407

SEVENTH LINE: JFK; 707; .41 PER 1000 MTOW; 127.92;
6.60; 3.62; 746.06; 56; 58; .50; 36.50; 219.00; 1243.48;
1024.48

EIGHTH LINE: JFK; 747; .41 PER 1000 MTOW; 317.75;
6.60; 3.62; 1911.14; 56; 58; .50; 93.50; 561.00;
2997.39; 2436.39

NINTH LINE: LOS ANGELES; 707; .52 PER 1000 MLW; 107.64;
.22; (DASH); 16.06; 18; 18; .50; 36.50; 219.00; 415.20;
196.20

TENTH LINE: LOS ANGELES; 747; .52 PER 1000 MLW;
293.38; .22; (DASH); 41.14; 18; 18; .50; 93.50; 561.00;
1024.92; 463.92

ELEVENTH LINE: MIAMI; 707; .21 PER 1000 MLW; 43.47;
(DASH); (DASH); (DASH); (DASH); (NA); (DASH);
219.00; 262.47; 43.47

TWELFTH LINE: MIAMI; 747; .21 PER 1000 MLW; 118.44;
(DASH); (DASH); (DASH); (DASH); (NA); (DASH);
561.00; 679.44; 118.44

THIRTEENTH LINE: SAN FRANCISCO; 707; .384 PER 1000
MLW; 79.49; (DASH); (DASH); (DASH); (DASH); (DASH); NA;
(DASH); 219.00; 298.49; 79.49

FOURTEENTH LINE: SAN FRANCISCO; 747; .384 PER 1000
MLW; 216.58; (DASH); (DASH); (DASH); (DASH); (DASH);
(DASH); NA; (DASH); 561.00; 777.58; 216.58

FOOTNOTES:

MLW: MAXIMUM LANDING WEIGHT: 707 (207,000 LBS.); 747
(564,000 LBS.)
UNCLASSIFIED

PAGE 07 STATE 064407

MTOW: MAXIMUM TAKE-OFF WEIGHT: 707 (312,000 LBS.);
747 (775,000 LBS.)

LOAD FACTOR: 707 (73 PASSENGERS); 747 (187 PASSENGERS)

NA: NOT AVAILABLE

(NOTE: ATTACHMENT WILL ALSO BE POUCHED.)
VANCE

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PAGE 01 STATE 064407
ORIGIN EB-08

INFO OCT-01 ISO-00 /009 R

66011
DRAFTED BY: EB/OA/AVP:SCKEITER
APPROVED BY: EB/OA/AVP:AJWHITE
-----031552Z 044605 /41
R 031455Z APR 77
FM SECSTATE WASHDC
INFO RUAKOHA/AMEMBASSY SEOUL 0000
AMEMBASSY MANILA

UNCLAS STATE 064407

E.O. 11652: N:A

A

TAGS: EAIR, KS, RP

SUBJECT: U.S. AIRPORT FEE INFORMATION

REF: STATE 57452 (NOTAL) AND STATE 44280 (NOTAL)

FOLLOWING IS REPEAT STATE 064407, SENT LAGOS 23 MARCH:

QUOTE UNCLAS STATE 064407

E.O. 11652: N/A

TAGS: EAIR, US, NI

SUBJECT: U.S. AIRPORT FEE INFORMATION

REF: LAGOS 01586

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AIR FREIGHT RATES; AND A .07 DOLLAR PER GALLON FEE ON AVIATION FUEL USED IN NON-COMMERCIAL AIRCRAFT OPERATIONS. MONIES FROM THESE FEES ARE DEPOSITED IN AN AVIATION TRUST FUND. SOMEWHAT LESS THAN ONE HALF THE ANNUAL DISBURSEMENTS FROM THIS TRUST FUND ARE USED TO COVER APPROXIMATELY 50 PERCENT OF THE COSTS OF OPERATING THE U.S. AIRWAY SYSTEM (THE REMAINDER OF THESE COSTS ARE PAID OUT OF GENERAL TAX REVENUES). THE REST OF THE ANNUAL DISBURSEMENTS FROM THE TRUST FUND ARE USED TO FUND BOTH A FEDERAL PROGRAM OF PROCUREMENT AND CONSTRUCTION GRANTS FOR AIRPORTS AND THE PRINCIPAL AVIATION RESEARCH

UNCLASSIFIED

PAGE 03 STATE 064407

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PAGE 05 STATE 064407

RESIDUAL COSTS BY THE NUMBER OF 1000 LBS. UNITS EXPECTED TO BE LANDED DURING A SPECIFIED PERIOD OF TIME). THE RUNWAY OR USE LANDING IS THEN ADJUSTED SEMI-ANNUALLY OR ANNUALLY TO REFLECT THE ACTUAL EXPERIENCE OF THE AIRPORT.

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MAIN HEADINGS: LANDING FEES AT SELECTED U.S. INTERNATIONAL AIRPORTS

COLUMN HEADINGS: AIRPORT; LANDING FEE (TWO COLUMNS:

PER 1000 LBS; TOTAL); FACILITY USE FEE AND/OR FEDERAL
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AND BUSES (TWO COLUMNS: IN; OUT); SECURITY SCREEN-
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FOOTNOTES:

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LOAD FACTOR: 707 (73 PASSENGERS); 747 (187 PASSENGERS)

NA: NOT AVAILABLE

(NOTE: ATTACHMENT WILL ALSO BE POUCHED.) VANCE UNQUOTE.
VANCE

UNCLASSIFIED

<< END OF DOCUMENT >>

Message Attributes

Automatic Decaptioning: X
Capture Date: 22-Sep-1999 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AIRPORT FEES
Control Number: n/a
Copy: SINGLE
Sent Date: 23-Mar-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE064407
Document Source: ADS
Document Unique ID: 00
Drafter: FAA/AIA:RTOENNIESSEN:PMA
Enclosure: n/a
Executive Order: N/A
Errors: n/a
Expiration:
Film Number: D770100-0935
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t197703111/baaaevmv.tel
Line Count: 523
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, TEXT ON MICROFILM
Message ID: 45a501b0-c288-dd11-92da-001cc4696bcc
Office: ORIGIN FAA
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 10
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: LAGOS 01586
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 19-Oct-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2965183
Secure: OPEN
Status: NATIVE
Subject: U.S. AIRPORT FEE INFORMATION
TAGS: EAIR, US, NI
To: LAGOS
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/45a501b0-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009